

gls. 3077
Rev 24/1/70

Tonnage under Tonnage Deck	892.	Built at	Dumbarton	When built	1862	Launched	22 nd May 1862
Tonnage of Sloop Deck or Armament Deck							

Ditto of Poop, or Raised Gr. Dk. 55. 00
Ditto of Houses on Deck 15. 16

Ditto of Previous
Gross Tonnage *062.07* By whom built *Scott & Linton* Owners *V. Bates*

Crew Space, as per Rule 7 *44. 50*
 Register Tonnage, cut on Beam *94. 39*

Port belonging to *London*

Destined Voyage *City, Lon, China.*

Engine Room
Register Tonnage, as a Steamer

Feet.	Inches.	Depth from top of Upper	Feet.	Inches.	Horse.

Length aloft 217 ✓ Extreme Breadth 86 Deck Beam to top of Floor 20 9 ~~Bow Engine~~ No. of Decks 2
Dimensions of Ship per Register length 217 breadth 86 depth 21 45 inches

Inches in Ship.		Inches required per Rule.		Outside Plank.	
		for $\frac{1000}{\text{tons Scale.}}$		Inches in Ship. required by Rule.	
				Garboard Stakes thickness	
				$h \times \frac{11}{16}$	
				11	

Steel, siding and moulding	152 x 1 1/4	920	Garboard strakes, thickness	1 1/2 x 1 1/2	11
" plate, breadth and thickness	31 x 1 1/4	13 1/2 x 1 1/2	Garboard to Topsides ditto	6	6
" lining and moulding	31 x 1 1/4	31 x 1 1/2	Topsides ditto	6 1/2	6 1/2

Fore deadwood plate, breadth and thickness ..	$18\frac{1}{2} \times 20$	15×15^6	Top-sides	ditto	10	
Fore mast, siding and moulding ..	$19\frac{1}{2} \times \frac{5}{16}$	$19\frac{1}{2} \times \frac{1}{16}$	Sheerstrakes	ditto	$4\frac{3}{4}$	$4\frac{3}{4}$

After deadwood plate, breadth and thickness ..	15 1/2	14	15 x 16 1/2	Plank sheers	ditto	
Distance of Frames from moulding edge to)	20 1/2	14 1/2	20 1/2 x 14	Water - Upper Deck	2 1/2	2 1/2
		16	20 1/2 x 14	Water - Lower Deck	2 1/2	2 1/2

Inches. In. Ship.		16ths. In. Ship.		In. req'd. In. req'd. 16's req'd. per Bale. per Bale.		In. req'd. 16th req'd. per Bale. per Bale.	
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Frames, Size of Angle Iron, single and double ..	4 1/2	3 3/4	2 3/4	for 800	to no Scale.	Iron Sheathing, breadth and thickness	35	10	35	10	
Reversed Iron, 1/2 to every frame)	2	1 1/2	1 1/4	4 1/2	3 3/4	9	" Bilge Plate ditto ditto	28 1/2	10 1/4	23 1/2	10

Diagonal Plates on Frames	9	10 1/2	9	10
Gunwale Plate or Stringer on ends of Upper	30 1/2	11 1/2	30	11

		Mid line.....	24	9/16	252		Deck Beams, breadth and thickness)	2	1	
Ditto	ditto	at Bilge Keelson	9 1/2	"			Angle Iron on ditto	5x4	9/16	5x4x9

Size of Reversed Angle Iron, and No. <i>one</i> at top of Floor Plate)	8	3	$\frac{1}{4}$ "	3	3	7	Fore and aft Tie Plates on Upper Deck Beams, outside Hatchways	18"	11/16	13 1/2	10
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Diagonal Tie Plates on	ditto.....	13 2	17/8	13 2	10
Flat of Upper Deck, thickness	Yards.....	13 2		3 1/2	

"	"	double or single Angle Iron, on <i>Hopper</i> edge....	$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{1}{16}$	$3\frac{1}{2}$	$3\frac{1}{4}$	>	Ceiling betwixt Decks, thickness	2	2
"	"	"	"	"	"	"	"	"	" in Hold, thickness	$2\frac{3}{4}$	<i>Red Pine</i> $2\frac{1}{4}$

"	average space between	4 1/2" Hand frame	Clamps or Spirketting	ditto.....	4
"	Hold on Lower Deck (N°.	—)	Stringer Plates on ends of	Hold on Lower	201 1111 201 11

double Angle	Red Plate or Bulb Iron	11 1/2	10	11	Deck Beams, breadth and thickness	22 1/2	11 1/2	22 1/2	11
" double	Angle Iro.	3 1/2	8 1/2	1 1/2	Fore and aft Tie Plates outside Hatchways,	3 x 4	11 1/2	5 x 6 x 9	

on <i>Upper</i> edge. <i>1 1/2</i> 4 02.	on Lower Lower Deck Beams	15	1 1/2	15	10
average space between <i>Stringers</i> <i>10 1/2</i> 10 1/4 10 1/2 10	Stringers in Hold <i>Double Angle iron</i>	5 4	1 1/2	12	4 x 9

Size of Plates	10 1/2	10 1/2	10	State if all Butts of the foregoing are shifted properly from each other	Yes.
Size of Angle Iron	16	15 1/2	10		

Size of Angle Irons	3" x 3"	3	3	7	Flat of Lower Deck, thickness	3
Kak Wood side	4 1/2"	9	4 1/2	9	Diameter of Hold Pillars	3 1/4
Side	intercostal	10	10	10		9 1/2

Bilge (No. <u>5</u>) at each Bilge,	5	4	9/16	5	4	9	Main piece of Rudder, diameter at head	16 1/2	16 1/2
Is it of double, one <u>one</u>	<u>See remarks</u>						(Can the Rudder be unshipped afloat <u>Yes</u>)		

The Keel consists of 12 Plank The Stem 6 1/2 Seak Stern Post 6 1/2 Seak Apron 6 1/2 Seak

Inner Stern Post	<i>2 I Beak</i>	Deadwood	<i>2 I Beak</i>	Knight-heads, and Hawse Timbers	<i>Iron</i>
Flame	<i>4 I Beak</i>	Wood Frames		and Ceiling upon them	<i>2 I Beak</i>

Beams Built and angle iron and Keelsons Iron Box and are — free from all defects.

Planking Outside.—From the Keel to the Height of one-fifth the depth of Hold as per Table I *Rock Island*

Ditto	ditto	from Keel to the Height of two-fifths the depth of Hold	ditto	<i>Block</i>	<i>Edm</i>
Ditto	ditto	from two-fifths the depth of Hold to Gunwale	<i>E. J. Keel</i>		

Upper Deck Waterway *Long Gutter* Spicketing *Plank* *as Waterway* and Roughtree Timbers *Loon*

The Main Piece of Rudder E. J. Teak Windlass E. J. Teak and Pall Bitt Greenheart

The Shifts of the Planking are not less than 6 Feet — Inches.

or partial, and if partial, in what part of the Ship. The Planking is wrought square between, and without step-buttling.

Planking Inside.—The Limber-stakes and Bilge-stakes are

butt Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and Rivetted in accordance with

the Rules? Yes State where treble extrajudge plate double the red or single rivetting exists.

Planksheer, how secured to the	plating of the sides?	By means of bolts
Waterway	" "	planksheer and to the Beams?
		if necessary.

See Section for a drawing

Deck Beams, how secured to the side?	Bracket knees riveted to the frames		
Deck Beams, ditto 2	Yes	No	No

General Quality of Workmanship *Good* No. of breasthooks *and* crutches *formed*

What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rivets, &c.? by the ends of the Strikers

Manufacturer's name or trade mark Shanghai China

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature *M. Paul & Son* Surveyor's Signature *John Smith*

The Lloyd's Foundation

Foundation

Size of Bolts in Fastenings, di

ishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Yr. in Ship.	Inches required per Rule		Yr. in Ship.	Inches required per Rule		Yr. in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/2	1 1/2	Transoms and throats of Holes			Pintles of the Rudder	1 1/2	1 1/2
Scarp of Keel, No. 2	1 1/2	1 1/2	Arms of Holes			Hold Beam		
Keel Bolts through Keel at each Floor			Thro' Frames and Planking	1 1/2	1 1/2	Bolts in		
Bolts through Iron Keel Plate and Wood Keel	1 1/2	1 1/2	Butt End Bolts ..	1 1/2	1 1/2	Deck Beam		
Garboard Bolts Athwartship ..	1 1/2	1 1/2	Rivets	3/4	3/4	Bolts in		
						Nails or Bolts in Flat of Deck		2 1/2

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit The main mast 46 feet, Bowsprit 40 feet, Fore mast 30 feet diameter 8 1/2 inches, butts for double and part treble riveted, edges double riveted, without angle irons, except the bowsprit which has three angle irons 4 x 3 x 9/16. The main mast is 6 1/2 inches with 3 angle irons 3 x 3 x 9/16, butts double and edges single riveted. all these plates in the section. Flange heads in

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
		No 6170	150	1 1/2	51.5.0	1 1/2	51 1/2		4396	28.0.17	27.5.1.14	27 1/2	26 3/4	
	Fore Sails,	Chain 6100	150	1 1/2	51.5.0	1 1/2	51 1/2	Bowers	4397	27.3.2	26.9.0.0	27 1/2	26 3/4	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	4403	23.3.3	23.10.2.0	23.2.10	21 1/2	
	Fore Topmast Stay Sails,	Stream Cable	90	1 1/2		1 1/2								
	Main Sails,	Hawser	90	9		9		Stream	-	11.0.10		11		
	Main Top Sails,	Towlines	90	9		9				5.2.2		5 1/2		
	and	Warp	90	6.5		5 1/2		Kedges		2.3.4		3 1/2		
		All of <u>good</u> quality												

Her standing and Running Rigging is sufficient in size and good in quality. She has 2 Long Boat and 2 Hums

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Six ports on each side.

Cargo Hatchways.—How formed? Iron coming & castings State size Small except main hatch

If of extraordinary size, state how framed and secured? No of extraordinary size

What arrangement for shifting beams? None at upper deck, 2nd deck, one shifting beam to lower deck

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 10 feet x 9 feet

Order for Special Survey	No.	Date	1st.	2nd.	3rd.	4th.	5th.
			On the wood keel, stem, sternpost, deadwood, and frames before painting or coating	On all the beams, stringers, plates, &c., when in place, rivets	When the vessel was planked outside, dubbed fair, and all the fastenings completed, but before she was either caulked, coated, or cemented	When the vessel was caulked, but before the bolt-heads were cemented or had dowels fixed over them	When the vessel was completed, launched, and equipped
Order for Ordinary Survey	No. 2.	Date					

General Remarks,

The extra ridge plates have been fitted as sanctioned by the Committee, by their letter dated 20th August 1883. These are 11 x 4 1/2, extending from hullhead to hullhead. The butts were shifted, lapped and treble riveted. Five beams fitted in the fore end, and four aft, to prevent painting.

The whole of the outside planking is fastened with yellow metal up to the height of the plank above moulding. Which latter is fastened with galvanized iron.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside Cement, in bottom and paint

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yes on Pape When last done Before launching

I am of opinion this Vessel should be Classed 1st A

The Amount of the Fee.....£ 5 : : is received by me,

Special£ 1 : :
Certificate£ 1 : :

Committee's Minute 25th January 18

Character assigned



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